

*Street*Strider

ETX 8r / ETX 3r OWNER'S MANUAL



RECORDS

Please record your *StreetStrider* model name (ETX 8r or ETX 3r), serial number and other information below in this manual. Please retain your sales receipt as proof of purchase and keep with the information below.

MODEL NAME _____

SERIAL NUMBER _____

COLOR _____

DATE OF PURCHASE _____

PLACE OF PURCHASE _____

Also, please register your *StreetStrider* online at www.StreetStrider.com so that we can notify you about new models and release dates and care and maintenance issues, and so that we will have a record of your serial number and purchase date. You may also want to register your serial number with your local police department in the event that your *StreetStrider* is lost or stolen.

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1. About this Manual

This Owner's Manual contains important assembly, maintenance, safety and performance information. It was written to help you get the most performance, comfort, enjoyment and safety out of your new *StreetStrider*. Keep this manual handy for future reference.

IMPORTANT: If your *StreetStrider* was purchased unassembled, you should read this manual before you assemble it. The Limited Warranty found on page 31 applies only to *StreetStriders* that have been assembled in full compliance with the instructions in this Owner's Manual.

IMPORTANT: You should read this manual before go out on your first ride.

Riding a *StreetStrider* can be a hazardous activity even under the best of circumstances. It is highly recommended that your first ride on your new *StreetStrider* is taken in a controlled environment, away from cars, obstacles and other cyclists.

Proper maintenance of your *StreetStrider* is your responsibility as it helps reduce the risk of injury. This manual contains many **IMPORTANT, WARNING** and **CAUTION** statements concerning the consequences of failure to maintain or inspect your *StreetStrider*. When inspecting your *StreetStrider*, be certain to tighten all nuts and bolts properly. Undertightening can result in loosening, parts loss, and component damage. Over-tightened nuts and bolts can break. *StreetStrider* parts have metric hardware—always use the correct tools.

IMPORTANT: By failing to read and comply with all assembly, safety, performance and maintenance requirements and warnings, unsafe or improper use of the *StreetStrider* could result in serious injury or death. It is also impossible to predict every situation and condition that will occur while riding. *StreetStrider* International LLC (the Company) has made no representation about the safe use of the *StreetStrider* under all conditions. There are risks associated with the use of any *StreetStrider* that cannot be predicted or avoided, and the Company recommends safe and cautious riding.

2. Parts Identification

The parts of the *StreetStrider* ETX 8r and ETX 3r are listed and labeled in the following table and figures.

Table 2-1. *StreetStrider* Parts List. Parts are numbered in subsequent figures.

SYSTEM	PART #	PART DESCRIPTIONS
FRAME	1	Main frame
	2	Head tube
	3	Crossbar
	4	Front beam
	5	Fold joint, 6 mm hex heads and 5 mm nuts
	6	Stride pole upper
	7	Stride pole lower
	8	Strider ski
	9	Foot platform
	10	Seat stay
	11	Chain stay
	12	Rack
	13	Pivot joint #1, 8 mm hex screw
	14	Pivot joint #2, 6 mm hex and 17 mm nut
	15	Pivot joint #3, 8 mm hex screw
CONTROL	16	Hand grip
	17	Brake lever
	18	Twist shifter
STEERING	19	Front wheel
	20	Drum brake hub, 19 mm axle bolt head
	21	Steering linkage, 12 mm flats
DRIVE	22	Crank arm, 8 mm hex screw
	23	Chaining with guard
	24	Chain
	25	Rear wheel

2. Parts Identification

Table 2-1 (con't). *StreetStrider* Parts List. Parts are numbered in subsequent figures.

SYSTEM	PART #	PART DESCRIPTIONS
	26	Internal gear hub
	27	Twist shifter clamp, 3 mm hex screw
	28	Shifter cable adjuster
	29	Gear indicator
	30	Brake cable adjuster
	31	Brake lever clamp, 5 mm hex screw
	32	Brake lever reach adjuster screw, Phillips
	33	Brake lever locking pin
	34	Strider pole clamp, 5 mm hex screw
	35	Front beam pivot, 8 mm hex screws
	36	Spherical rod end, inboard (left-hand thread) and outboard (right-hand thread), 12 mm nuts
	37	King pin bolt, 6 mm hex and head 17 mm nut
	38	Steering knuckle with steering arm
	39	Brake shoe plate with black bracket
	40	Drum brake lever
	41	Brake cable housing
	42	Brake cable adjuster with barrel nut
	43	Cable end
	44	Steering stop screw, 6 mm hex head and 12 mm nut
	45	Bottom bracket, square taper spindle
	46	Self extracting crank bolt, 8 mm hex
	47	Rear brake with cable housing adjuster, 5 mm hex screws to clamp cable and brake pads
	48	Rear drop out
	49	Rear hub axle nut, 15 mm
	50	Gear alignment window
	51	Shift cable pinch nut, 10 mm

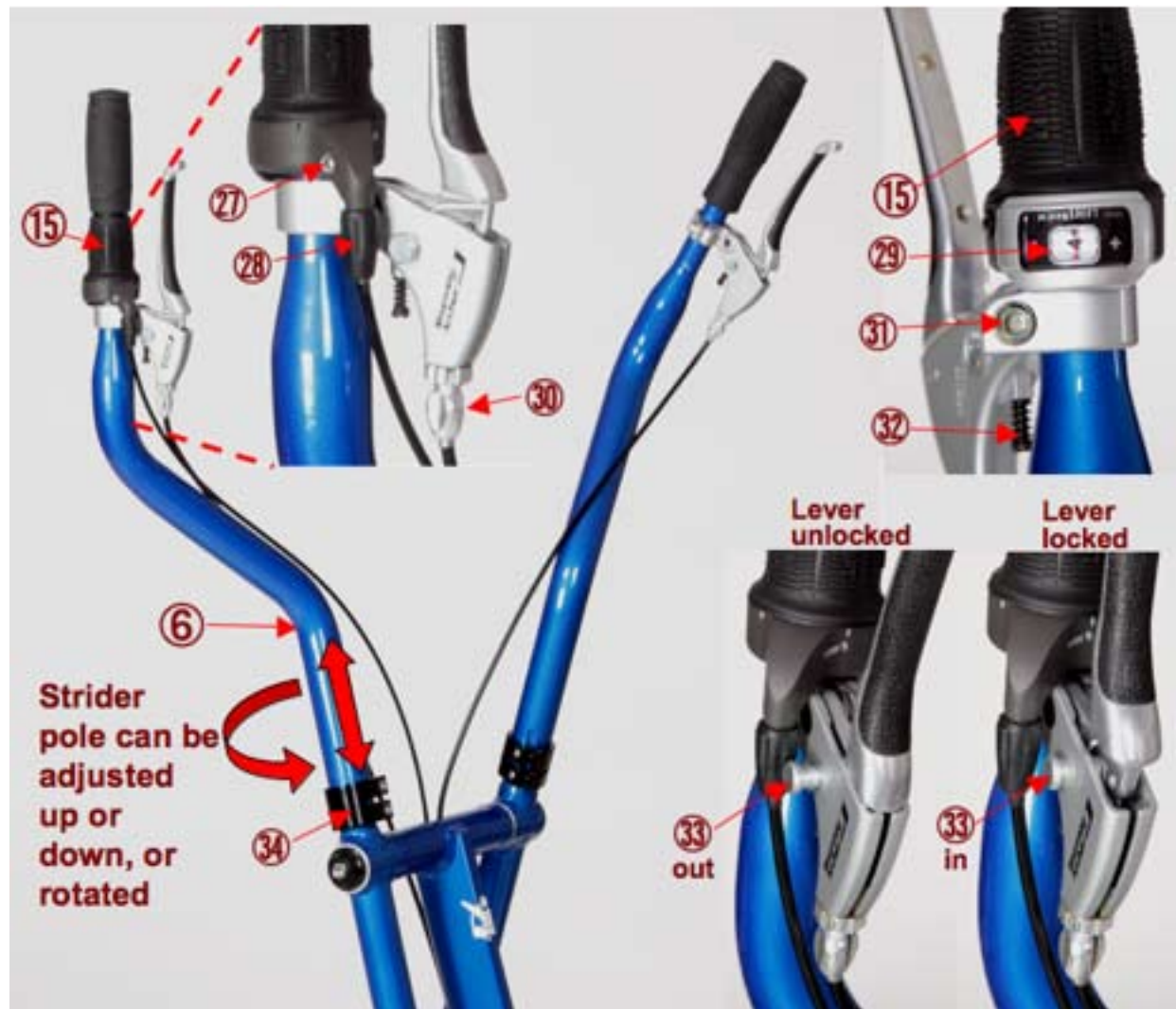
Figure 2-1. *StreetStrider* Side View. Refer to Table 2-1 for part numbers and descriptions.

2. Parts Identification



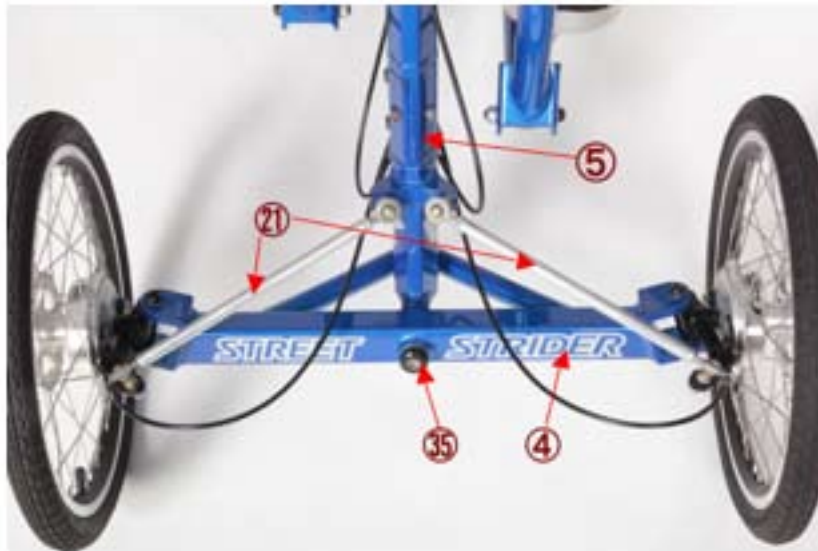
2. Parts Identification

Figure 2-2. *StreetStrider* Hand Control System. Refer to Table 2-1 for part numbers and descriptions.



2. Parts Identification

Figure 2-3. *StreetStrider* Front End. Refer to Table 2-1 for part numbers and descriptions.



2. Parts Identification

Figure 2-4. *StreetStrider* Rear End. Refer to Table 2-1 for part numbers and descriptions.



Tools included in the StreetStrider Took Kit

- 19 mm socket wrench
- 12 mm X 15 mm open end wrench
- 12 mm X 17 mm open end wrench
- hex wrenches – 2, 3, 4, 5, 6 and 8 mm

Opening the Box



Figure 3-1. Opening the Box

The *StreetStrider* comes in a large box (**Fig. 3-1a**) with a set of holes for handles near the top, one on either side, to show which side is up. Open the box with a sharp edge to cut the top flap. Notice how the two end flaps secure each end of the folded *StreetStrider* inside (**Figs. 3-1b,c**). The front end beam has corner padding for protection. The two front wheels are secured to the front head tube and the rear wheel is secured to the middle of the frame. A small box strapped to the rear drop outs contains the tool kit, a packet of assembly screws, the bottle cage, and instructions for the operation of the rear internal gear hub.

Unpacking the StreetStrider



Figure 3-2. Unpacking the StreetStrider

3. Unpacking & Assembly

Unpacking the StreetStrider (con't)

Lift the folded *StreetStrider* out of the box, close the box flaps, and set the unit on top of the box as shown (Fig. 3-2a).

IMPORTANT: Save the box and the packing material - it must be used to repack the *StreetStrider* for any returns. Remove the packing material and ties to free the wheels from the frame (Fig. 3-2b) and lay out the contents of the small box, including the tools (Fig. 3-2c).

TERMINOLOGY: The right and left sides of the *StreetStrider* refer to sides when one is striding.

Attaching the Two Front Wheels



Figure 3-3. Attaching the Two Front Wheels

The brake cables are attached to the front wheels. Rest each front wheel against the box as shown (Fig. 3-3a). Remove the king pin bolt from the left front beam clevis using fingers or, if tight, the 6 mm hex and 17 mm open end wrenches (Fig. 3-3b). Slide the black steering knuckle attached to the left wheel into the clevis slot and insert the king pin bolt (Fig. 3-3c) and tighten until snug with the 6 mm and 17 mm wrenches. **IMPORTANT: Make sure that the steering arm of the knuckle extends forward and that the king pin bolt is not too tight to prevent the knuckle from swiveling on the king pin bolt.**



Figure 3-4. Attaching the Two Front Wheels (con't)

3. Unpacking & Assembly

Attach the left inboard rod end on the aluminum steering linkage to the head tube bracket (**Fig. 3-4a**). Remove the nut from the rod end stud (**Fig. 3-4b**), insert the nut into the slot on the back side of the bracket, push the rod end stud into the hole to contact the nut (**Fig. 3-4c**), and screw the stud in tight using the 12 mm open end wrench (**Fig. 3-5a**). Repeat the procedure to attach the right front wheel (**Fig. 3-5b**). When the front wheels are attached, the front end should appear as shown (**Fig. 3-5c**). Note that the brake cables are routed under the linkage rods.



Figure 3-5. Attaching the Two Front Wheels (con't)

Unfolding the Head Tube



Figure 3-6. Unfolding the Head Tube



Figure 3-6. Unfolding the Head Tube (con't)

Now that the front and rear wheels are installed, you are ready to unfold the head tube and fix it upright. This will require the 2 cap screws (male, black with 6 mm hex head) and 2 barrel nuts (female, silver with 5 mm hex head), located in the plastic bag found in the small box (the other screws in the bag are for the rear rack and the bottle cage) (**Fig. 3-6a**). Raise the head tube into the full upright position (**Fig. 3-6b**). Insert the short cap screw in the front middle bolt hole and the long cap screw in the rear top bolt hole of the joint (**Fig. 3-6c**). Using the 5 mm hex wrench for the female side (left side) and the 6 mm hex wrench for the male side (right side), securely tighten all three of the screws in the joint (**Fig. 3-7**). **IMPORTANT: Keep the main frame rectangular packing foam piece to use when folding for transportation or storage.**

3. Unpacking & Assembly

Positioning the Strider Poles



Figure 3-8. Unfolding the Head Tube

Upper strider poles can be moved up and down by up to 2" as indicated by the limit line, as well as rotated forward or backward in the lower strider pole insert tube for rider size and preference. At the factory, the poles are set at the highest position and rotated inward for packing. Use a 5 mm hex wrench to loosen 2 screws in each clamp at the base of each strider pole (**Fig. 3-8a**), then make adjustments and tighten clamps. **IMPORTANT: When finished adjusting strider poles, make sure the upper right and left pole positions are mirror images (Fig. 3-8b).** Strider poles can be readjusted after riding the StreetStrider to try different positions.

When the strider poles are aligned, the hand brake lever and twist grip shifter positions can also be adjusted to suit the rider. The brake lever clamp requires a 5 mm hex wrench and the right side twist grip shifter requires a 3 mm hex wrench for adjustment (**Fig. 3-8c**). Once the brake levers are positioned, rotate the twist shifter so that the gear number is facing the rider, then tighten.

If you own an ETX 3r, use the next section to install the rear wheel. If you own an ETX 8r, use the section following this one to install the rear wheel.

Installing the Rear Wheel – ETX 3r



Figure 3-9. Installing the Rear Wheel – ETX 3r

Remove ties and packing to free the rear wheel (**Fig. 3-9a**). Remove all packing material from the rear part of the frame to free the chain (**Fig. 3-9b**) and shifter cable (**Fig. 3-9c**).

Installing the Rear Wheel – ETX 3r (con't)



Figure 3-10. Installing the Rear Wheel – ETX 3r (con't)

Thread the shifter cable along the frame (**Fig. 3-10a**), through the hanging loop of chain (**Fig. 3-10b**), and secure the cable to the cable boss (**Fig. 3-10c**) with the black plastic cable clips located in the screw bag.



Figure 3-11. Installing the Rear Wheel – ETX 3r (con't)

Unscrew the hub nuts on each side of the wheel so there is a ~1 cm section of axle thread showing (**Fig. 3-11a**) that will be slid into the frame dropout slot. Open the rear brake with the quick release lever so the tire can slide between the brake pads (**Fig. 3-11b**). With the wheel partly inside the frame, thread the chain around the hub sprocket (**Fig. 3-11c**).

3. Unpacking & Assembly

Installing the Rear Wheel – ETX 3r (con't)



Figure 3-12. Installing the Rear Wheel – ETX 3r (con't)

Raise the rear wheel so the exposed axle slides into the frame dropout making sure the yellow non-turn washer on the left side is out side the dropout (**Fig. 3-12a**). Pull the wheel rearward to make the chain taut and center the wheel, then tighten the hub nuts using the 1.5 mm open end wrench (**Fig. 3-12b**). Insert the push rod, located in the screw bag, into the right side of the rear axle (**Fig. 3-12c**).



Figure 3-13. Installing the Rear Wheel – ETX 3r (con't)

Place the bell crank unit located on the end of the shifter cable (**Fig. 3-13a**) all the way onto the right axle (**Fig. 3-13b**) and tighten the fixing screw using the 5 mm hex wrench (Fig. 3-13c). Finally, close the quick release rear brake and check that the brake shoes contact the rear rim on the side face. Adjust if necessary.

Installing the Rear Wheel – ETX 8r



Figure 3-14.
Installing the Rear
Wheel – ETX 8r

3. Unpacking & Assembly

Remove ties and packing to free the rear wheel. Remove all packing material from the rear part of the frame to free the chain and shifter cable (**Fig. 3-14a**). Unscrew the hub nuts on each side of the wheel so there is a ~1 cm section of axle thread showing (**Fig. 3-14b**) that will be slid into the frame dropout slot. Open the rear brake with the quick release lever so the tire can slide between the brake pads (**Fig. 3-14c**).



Figure 3-15. Installing the Rear Wheel – ETX 8r (con't)

With the wheel partly inside the frame, thread the chain around the hub sprocket (**Fig. 3-15a**). Slide the rear axle into the dropouts so that the non-turn washers (black on right side and gray on left) are on the outer side of the frame just under the chrome hub nuts. The non-turn washers have a tongue facing rearward that fits into the dropout slot (**Fig. 3-15b**) to prevent turning. Pull the wheel rearward to make the chain taut and center the wheel, then tighten the hub nuts using the 15 mm open end wrench (**Fig. 3-15c**).



Figure 3-16. Installing the Rear Wheel – ETX 8r (con't)

Install the shifter cable by inserting a 2 mm hex wrench into the hole on the rear edge shifter cassette pulley at about the 9 o'clock position (**Fig. 3-16a**). Rotate the cassette pulley counter clockwise by moving the inserted 2 mm hex wrench to the 6 o'clock position (**Fig. 3-16b**). Insert the shifter cable fixing screw with the hex nut facing outward into the oblong slot on the cassette pulley, now located at the 9 o'clock position (**Fig. 3-16c**).

3. Unpacking & Assembly

Installing the Rear Wheel – ETX 8r (con't)



Figure 3-16. Installing the Rear Wheel – ETX 8r (con't)

While still holding the 2 mm hex wrench in the 6 o'clock position, insert the ending ferule of the shifter cable housing into the cassette bracket that is facing forward in the 3 o'clock position (**Fig. 3-17a**). Slowly release the tension on the 2 mm hex wrench to allow the return spring to move the hex wrench back to the 9 o'clock position, making sure the shifter cable lies in the groove of the cassette pulley (**Fig. 3-17b**). Move the twist grip shifter to gear 4 and check the indicator window on the cassette pulley to make sure the 2 yellow setting lines are together (**Fig. 3-17c**; see also **Adjusting the Rear Hub Shifting**).

Rotating the Crank Arms

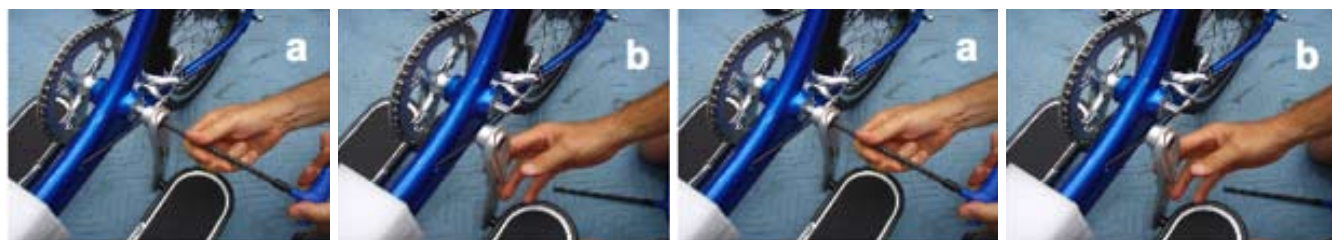


Figure 3-18. Rotating the Crank Arms

In order to fold the *StreetStrider* for packing and transporting, one crank arm needs to be rotated 180 degrees so both crank arms are in the same position. Therefore in order to restore the crank arms to the correct position for riding, the left crank arm has to be rotated 180 degrees relative to the right crank arm. With the 8 mm hex wrench, unscrew the one key release crank bolt on the left crank arm (**Fig. 3-18a**). Lift off the crank arm off of the square tapered bottom bracket spindle (**Fig. 3-18b**), rotate the right crank arm up to the 12 o'clock position (**Fig. 3-18c**), then replace the left crank in the 6 o'clock position onto the spindle. Screw the crank bolt back in with the 8 mm hex wrench (**Fig. 3-18d**), tightening to 350 inch/lbs (29 ft/lbs or 39 N/m), to create a secure connection between the crank arm and the bottom bracket spindle.

3. Unpacking & Assembly

IMPORTANT: For the needed leverage, use a 8 mm hex wrench or socket wrench with 8 mm hex bit with at least a 6 inch long handle. Also, make sure that some grease is present on the square spindle to facilitate crank arm installation and removal when folding the ETX. The Park Tool company provides torque specifications for screws, bolts, and nuts on bicycle parts <http://www.parktool.com/repair/readhowto.asp?id=88>.

Rotating the Crank Arms



Figure 3-19. Aligning the Front Wheels

The front wheels need to be aligned so that they do not point in (toe in) or point out (toe out) – they need to be parallel to each other. **IMPORTANT: This adjustment may have been performed at the factory but it is good to periodically check front wheel alignment.** This alignment is important for performance so take the time to do it correctly. First, insure that the tires are inflated up to 80 psi. Next, locate the steering linkage rods that have a spherical rod end on each end (**Fig. 3-19a**). The inboard rod end has left hand threads and the outboard rod end has right hand threads. Each rod end is screwed into the aluminum rod and secured with jam nuts to secure adjustments (**Fig. 3-19a**). With a tape measure, measure the distance from the center rib of one tire to the center rib of the other tire on the front or leading edge (**Fig. 3-19b**) and on the rear or trailing edge (**Fig. 3-19c**), and compare the two measurements. The distance should be near 26 ¼ inches. If the measurements are not equal, use the steering linkage rods (**Fig. 3-19a**) to make the tires parallel. To do so, hold onto the flats on the linkage rod with a 12 mm wrench and use the other 12 mm or the adjustable wrench to loosen the nuts on either end of linkage rod, with left hand thread inboard and right hand thread outboard. Then rotate the linkage rod one way or the other and note that the tire angle changes and a parallel position is achieved. Make sure that any adjustment to the right linkage rod is duplicated on the left linkage rod, maintaining symmetry. When the leading and trailing edge distances are equal, clamp the linkage rod with the jam nuts so the rod does not move. Hold onto the linkage rod again with one 12 mm wrench and tighten the inboard and outboard nuts snugly using the other 12 mm wrench. Check the distances one more time to make sure they are equal.

3. Unpacking & Assembly

Checking Brake Function

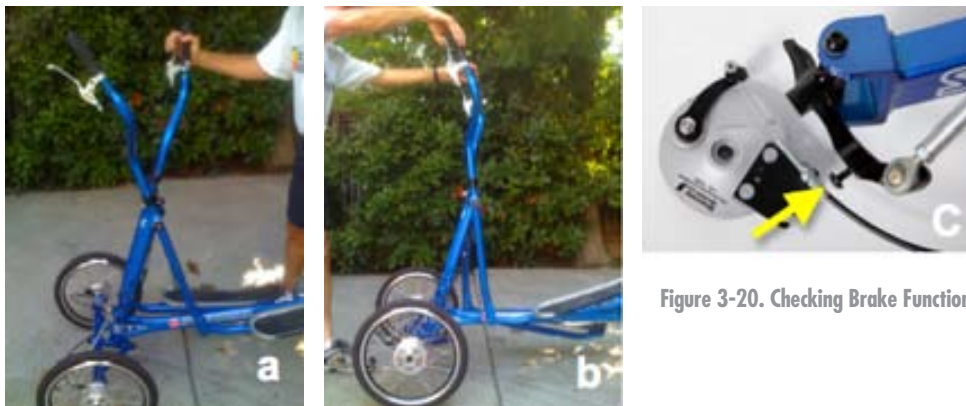


Figure 3-20. Checking Brake Function

Pump up the tires, then check that the brakes are functional. To check rear brake, stand over the *StreetStrider*, squeeze right grip brake lever and push forward (**Fig. 3-20a**). If rear tire does not skid, unscrew the brake adjuster nut on the right brake lever to make sure the rear rim is clamped by the rear caliper. To check the front brakes, stand in front of the *StreetStrider*, facing it, and pull it towards you. Then squeeze the left grip brake lever, first lightly then harder (**Fig. 3-20b**). If the vehicle stops moving without pulling to one side, then the front brakes are adjusted correctly. If one front wheel stops before the other, it will pull to the side that stops first. To adjust the brake that is not stopping, unscrew the brake adjuster screw that is located at the front of the black bracket of the drum brake shoe plate (**Fig. 3-20c arrow**). Unscrew the adjuster screw one turn and repeat stopping test again until the ETX stops without pulling to a side.

Adjusting the Rear Hub Shifting



Figure 3-21. Adjusting the Rear Hub Shifting

With the twist grip shifter set to 4th gear (**Fig. 3-21a**), the two yellow setting lines in the window on the right side of the rear hub should be aligned (**Fig. 3-21b arrow**). If not, use the shift cable adjuster (**Fig. 3-21c arrow**) to align the yellow setting lines. If there is any indication that the gears are not shifting properly after use, recheck the 4th gear setting and make an adjustment. **IMPORTANT: It is normal for brake and shifter cables to stretch a little after the first weeks or months of use. Adjusting the brakes and/or shifter may be required.**

Installing the Rear Rack – ETX 8r

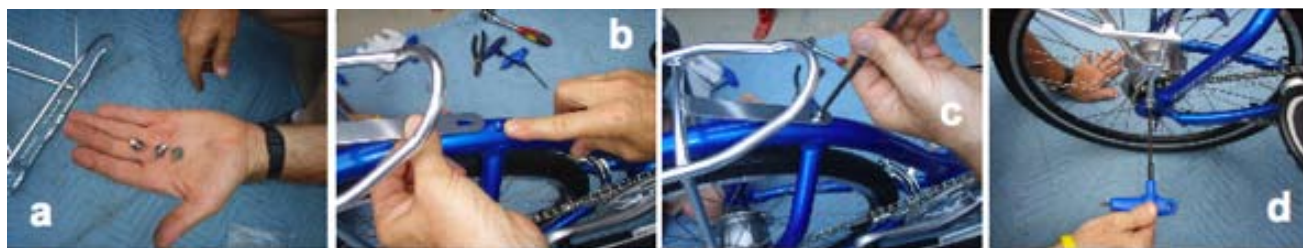


Figure 3-22. Installing the Rear Rack – ETX 8r

To install the rear rack that comes with the ETX 8r, you will need the 4 and/or 5 mm hex wrenches and 3 of the remaining stainless steel cap screws and washers (**Fig. 3-22a**) from the packet in the small cardboard box. Position the rack over the rear frame with three securing points (**Fig. 3-22b-d**). The 5 mm hex is for the larger cap screw with the smooth cap and washer that goes in the middle boss (threaded hole) on the frame. Start to tighten the screw with your fingers. Then position one of the 4 mm hex screws with the ridged cap through the rack hole into the upper drop out hole. Finger tighten this screw. Insert the second screw and finger tighten. When all screws are started, tighten them with the hex wrenches.

To install the bottle cage that comes with the ETX 8r and the ETX 3r, use the 2 hex screws in the box containing the cage on the front top section of the head tube (not shown).

3. Unpacking & Assembly

Folding the ETX for Transportation or Storage



Figure 3-23. Folding the ETX for Transportation or Storage

To fold down the ETX head tube and secure for transportation or storage, reverse the unfolding procedure. Place the main frame rectangular packing foam piece over the forward section of the main frame (**Fig. 3-23a**). Use the 8 mm hex wrench to remove the left crank arm from the bottom bracket spindle (**Fig. 3-23b**). The crank bolt will first loosen easily as it starts to separate from the spindle and then you will feel more resistance as it pushes against the one-key release cap to remove the crank arm from the spindle (**Fig. 3-23c**). When the crank arm comes off the spindle, rotate the crank arm 180° (**Fig. 3-24a**) and install it back onto the spindle by screwing in the crank bolt but do not tighten (**Fig. 3-24b**). Now both strider skis and poles are parallel and can be folded neatly.



Figure 3-24. Folding the ETX for Transportation or Storage (con't)

3. Unpacking & Assembly



Figure 3-25. Folding the ETX for Transportation or Storage (con't)

Using the 6 mm hex wrench for the black cap screw and the 5 mm hex wrench on the silver barrel nut, loosen the lower screw 1 turn and then remove the upper and middle screws in the folding joint of the head tube (**Fig. 3-24c**). When the second screw is ready for removal, hold the head tube above the joint, remove the screw (**Fig. 3-25a**), then lower the head tube until it rests on the packing foam that straddles the main frame. Remove the silver barrel nuts, combine with the screws (**Fig. 3-25b**), and place in a container that won't get lost. To secure the folded ETX, we recommend placing a strap through the folded pole/ski on one side, then under the main frame and through the other folded pole/ski (**Fig. 3-25c arrows**), then tightening the strap across the front of the joint. This strap around the folded head tube and main frame (**Fig. 3-25c arrows**) will make the folded ETX more rigid and easily placed onto a rack or into a vehicle. Unfolding the ETX is now the reverse of the folding process. **IMPORTANT: When the left crank arm is returned to its riding position, make sure that the crank arm bolt is tightened to specifications as listed in Rotating the Crank Arms.**



4. Simple Steps to Learn to Stride

Using a *StreetStrider* mobile elliptical cross trainer, which feels like a cross between skiing, jogging and cycling, is an absolute blast! Follow these 9 simple steps to learn how to stride:

Step 1: Safety First

Before you stride, make sure you have a CPSC (Consumer Product Safety Commission) approved cycling helmet or other helmet to protect your head. If you stride at night, make sure you wear light colored or reflective clothing. It is also advised that you equip your *StreetStrider* with front and rear lights. Before starting any exercise program, such as StreetStriding, check with your doctor to make sure you are physically healthy enough.

Step 2: Find a Safe, Flat Place

An ideal location to practice your *StreetStriding* at first is a large flat area such as a parking lot with little to no traffic.

Step 3: Engage the Brakes when Stepping on the StreetStrider

Your *StreetStrider* is equipped with both front and rear brakes operated with hand grip levers at the top of the strider arm poles. Each time you step onto your *StreetStrider*, squeeze the brake levers to stabilize the *StreetStrider*.

Step 4: Step on and Get Comfortable

With the brake levers squeezed, step first onto the foot platform that is closest to the ground. Position your foot in about the middle of the platform. You can always change your foot position while striding to find the ideal spot for your striding style.

Step 5: Become Familiar with the Brakes and Grip Shifter

In the USA, your *StreetStrider* comes with a grip shifter and a rear brake lever at the top of the right strider pole, and a front brake lever at the top of the left strider pole. These brake levers may be swapped around in some other countries, according to the specific legal requirements of each country.

The grip shifter will shift the gears of the transmission in the rear wheel hub. Rotate the grip shifter clockwise to shift to a lower gear. Rotate the grip shifter counter clockwise to shift to a higher gear.

Using the left and right brake levers individually, get the feel of how these brakes work by engaging and releasing the front and rear brakes while rolling slowly forwards. When you need to stop quickly, engage both front and rear brakes simultaneously.

Step 6: Find the right gear

When you stride on flat ground, shift to one of the higher gears (4-6) to get the smoothest arm and leg action. As you stride on changing grades, shift gears up or down to achieve the optimum speed and revolutions per minute (RPMs) for your striding style and exercise goals. When climbing a hill, shift to the lower gears (1-3). When cruising downhill, shift to the higher gears (6-8).

Step 7: Lean to Steer

Your *StreetStrider* is equipped with a lean-to-steer system. To make a turn, simply lean a little bit in the direction of the turn and the *StreetStrider* will begin to turn. The more you lean, the more the *StreetStrider* turns. To assist with turning, you may want to lower the foot platform on the inside of the turn. Although this isn't necessary, it can make turning seem easier for some people.

Your *StreetStrider* can also be turned by moving both arm strider poles sideways toward the direction of the turn. This movement causes the wheels to turn in that direction.

Step 8: Cruise a Bit

Before you go out on the road or bike path, it is a good idea to practice using your *StreetStrider* in a safe area. We recommend practicing right and left turns, braking and gear shifting using these instructions.

Step 9: Have Fun

Now get out there and enjoy your *StreetStrider*! You'll have a blast and burn calories too!

5. Safety Equipment

WARNING: Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the states where you stride and to comply with all applicable laws, including properly equipping yourself and your *StreetStrider* as the law requires.

Helmets

While not all states require bicyclists to wear approved protective headgear, common sense dictates that you should wear an ANSI or Snell approved helmet whether the law requires it or not. Most serious vehicular injuries involve head injuries that might have been avoided if the rider had worn a helmet. The online *StreetStrider* store or your local dealer both have a variety of attractive helmets, and can recommend one to suit your needs. The “right” helmet is not just a fashion statement. It must fit correctly, be worn correctly and be properly secured to do its real job. Ask *StreetStrider* technical support or your dealer to help you with the fit and adjustment of your helmet.

WARNING: Always wear a helmet when riding your *StreetStrider*. Always keep the chinstrap securely buckled. Failure to wear an approved helmet may result in serious injury or death.

Reflectors

Reflectors are important safety devices that are designed as an integral part of your *StreetStrider*. Federal regulations require every *StreetStrider* to be equipped with front and rear wheel and pedal reflectors. The size, performance and location of each reflector are specified by the U.S. Consumer Products Safety Commission. Reflectors are designed to pick up and reflect street lights and car lights in a way that helps you to be seen and recognized as a moving rider.

CAUTION: Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Replace damaged reflectors and straighten or tighten any that are bent or loose.

WARNING: Do not remove the reflectors or reflector mounting brackets from your *StreetStrider*. They are an integral part of the *StreetStrider's* safety system. Removing the reflectors may reduce your visibility to others using the roadway. Being struck by other vehicles often results in serious injury or death. Remember - reflectors are not a substitute for lights. Always equip your *StreetStrider* with all state and locally mandated lights.

Lights

If you ride your *StreetStrider* after dusk, your *StreetStrider* must be equipped with lights so that you can see the road and avoid road hazards, and so that others can see you. Vehicle laws treat *StreetStriders* like any other vehicles. That means you must have operating white front and red rear lights if you are riding after dusk. The online *StreetStrider* store or your dealer can recommend a battery or generator powered lighting system appropriate to your needs.

WARNING: Reflectors are not a substitute for proper lights. It is your responsibility to equip your *StreetStrider* with all state and locally mandated lights. Riding at dawn, at dusk, at night or at other times of poor visibility without a lighting system that meets local and state laws or without reflectors is dangerous and may result in serious injury or death. Front and rear lights are not standard equipment on this *StreetStrider*. If you intend to ride at any time under poor visibility conditions, you must have front and rear lights and reflectors that are adequate for those riding conditions. Lights and reflectors may not be adequate under all conditions to insure that a motorist will see you.

Eye Protection

Any kind of outdoor riding can involve airborne dirt, dust and bugs, so it's always a good idea to wear protective eyewear—tinted when the sun is bright, clear when it's not. Most bicycle shops carry protective eyewear, some with interchangeable lens systems.

CAUTION: To avoid injury, you should always wear suitable protective clothing, including footwear.

5. Safety Equipment

Wet Weather Striding

In wet conditions, the stopping power of your brakes, as well as the brakes of other vehicles sharing the road, is dramatically reduced and your tires don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions.

WARNING: Wet weather impairs traction, braking and visibility, both for the *StreetStrider* and for other vehicles sharing the road. The risk of accident is dramatically increased in wet conditions.

Night Striding

Even if you yourself have excellent night vision, many of the people with whom you're sharing the road don't. A *StreetStrider*, like any object, is more difficult for motorists and pedestrians to see at dusk, at night, or at other times of poor visibility. If you must stride during these conditions, check and be sure you comply with all local laws about night riding. Follow the Rules of the Road and of the Trail even more carefully, and you must take the following additional precautions:

- Make sure that your *StreetStrider* is equipped with correctly positioned and securely mounted reflectors.
- Purchase and install an adequate battery or generator powered head and tail light.

5. Safety Equipment

- Wear light colored, reflective clothing and accessories, such as a reflective vest, reflective arm and leg bands, reflective stripes on your helmet and flashing lights.
- Any reflective device or light source that moves will help you get the attention of approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the *StreetStrider* does not obstruct a reflector or light.
- While striding at dusk or at night, stride slowly and avoid areas of heavy traffic, dark areas, and roads with speed limit over 35 mph. Avoid road hazards. If possible, ride on routes already familiar to you. Have a light and reflector system even if not required by State or Local Law.

WARNING: *StreetStriding* under poor visibility conditions without reflectors or a lighting system that meets local and state laws can result in serious injury or death.

6. Mechanical Safety Check

Here is a simple, sixty-second mechanical safety check that you should get in the habit of making every time you're about to get on a *StreetStrider*.

Nuts & Bolts

Lift the rear wheel off the ground by two or three inches, then let it bounce on the ground. If anything sounds, feels or looks loose, do a quick visual and tactile inspection of the whole *StreetStrider* for any loose parts or accessories. If found, secure them. If you're not sure, ask someone with experience to check.

Tires and Wheels

To check if your tires are correctly inflated, check by standing on the platforms with the brakes on and then bouncing your weight on the *StreetStrider* while looking at tire deflection. Compare what you see with how it looks when you know the tires are correctly inflated. Add air if necessary. To check if your tires are in good shape, spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tires before riding the *StreetStrider*. To check if your wheels are true, spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side or hits the brake pads, take the *StreetStrider* to a qualified bicycle shop to have the wheel trued.

CAUTION: Wheels must be true for the brakes to work effectively. Wheel truing is a skill that requires special tools and experience. Do not attempt to true a wheel unless you have the knowledge and tools needed to do the job correctly.

Brakes

Squeeze the brake levers. Do they clamp the wheels properly? Are the brake shoes contacting the wheel rim or hub drum within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the *StreetStrider* until the brakes are properly adjusted.

WARNING: Riding with improperly adjusted brakes or worn brake shoes is dangerous and can result in serious injury or death. Do not attempt to adjust your brakes, chain or wheels while the *StreetStrider* is in motion.

WARNING: Do not engage in any activity that exceeds your riding ability and skill. Practice new riding skills in a safe controlled environment.

WARNING: Keep hands, fingers and feet away from all moving parts while the *StreetStrider* is in motion, including the chain, chain ring, tire, wheels, brakes and brakes cables.

NOTE: Like any sport, StreetStriding involves the risk of serious injury, death and damage. By choosing to use a StreetStrider, you assume the responsibility for the risk, not the people who sold you the StreetStrider nor the people who made it, nor the people who distribute it, nor the people who manage or maintain the roads or trails on which you ride. So you need to know—and to practice—the rules of safe and responsible striding.

Now buckle on your helmet and enjoy your StreetStrider.

7. Limited Warranty

The specific warranty covering your *StreetStrider* is governed by the law of the state or country in which it was purchased, and applies only to mobile elliptical devices purchased from a *StreetStrider* Authorized Dealer.

Frames (Frame, Strider Skis, Strider Poles)

StreetStrider frames are warranted by *StreetStrider* International LLC, 204 West Spear Street, Carson City, Nevada 89703 against manufacturing defects in materials and/or workmanship for a period of three years from the date of original purchase.

Components

Components are warranted by their original manufacturer and not by *StreetStrider* International LLC.

All Shimano components, including Shimano Nexus internal geared hubs, are warranted for a period of two years according to the Shimano warranty:

http://www.shimano.com/publish/content/global_cycle/en/us/index/tech_support/warranty3.html.

Sunrace Sturmey-Archer hubs and components have been designed for normal use and are warranted for a period of one year according to the Sunrace Sturmey Archer warranty: http://sunrace.com/contact_warranty.asp.

Joint bearings, drive parts, frame fixtures and finishes (paint and decals) are warranted against manufacturing defects in materials and/or workmanship for a period of one year and according to the individual components' manufacturers, from the date of the original retail purchase.

NOTE: The policy of the Company is one of continued development and improvement. Consequently, we reserve the right to change or amend or discontinue specifications in this publication without prior notice

Terms of Limited Warranty

- This limited warranty is not meant to suggest or imply that the *StreetStrider* cannot be broken or will last forever. It does mean that the *StreetStrider* is covered subject to the terms of the limited warranty.
- This limited warranty applies only to the original owner of a *StreetStrider* and is not transferable to subsequent owners.
- For any warranty claim to be considered, the *StreetStrider* must be brought in to a *StreetStrider* Authorized Dealer on the same continent on which the mobile elliptical unit was purchased. The *StreetStrider* must be in assembled condition and accompanied by the original, dated sales receipt for the *StreetStrider*. Be sure to keep your receipt in a safe place.
- This limited warranty is void if the *StreetStrider* is subjected to abuse, neglect, improper repair, improper maintenance, alteration, modification, an accident or other abnormal, excessive, or improper use – to be determined by the Company at its sole discretion.

7. Limited Warranty

- This limited warranty applies only to *StreetStriders* assembled in full compliance with the instructions within this Owner's Manual.
- Personal injury, *StreetStrider* failure, loss or damage, abuse, neglect, normal wear and tear including the results of fatigue, improper fit or maintenance by anyone other than a *StreetStrider* Authorized Dealer, or use of parts inconsistent with the use originally intended for the *StreetStrider* as sold are not covered by this warranty. In no event shall the Company be liable for incidental or consequential damages that might arise as a result of improper use and/or failure of the *StreetStrider*.
- Damage resulting from normal wear and tear, including the results of fatigue, is not covered. Fatigue damage is a symptom of the frame being worn out through normal use. It is one kind of normal wear and tear, and it is the owner's responsibility to inspect his/her *StreetStrider* on a regular basis.
- All labor and transportation charges for warranty service are the responsibility of the *StreetStrider*'s owner.

During the duration of this limited warranty, the Company will either repair any defective frame or component, or, at our option, replace any defective frame or component with the same or most nearly comparable model or component then available.

THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNITIVE DAMAGES.

THIS IS THE ONLY WARRANTY MADE BY *STREETSTRIDER* ON ITS FRAMES AND COMPONENTS, AND THERE ARE NO WARRANTIES THAT EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE EXCLUDED.

Please refer to the documents included with your *StreetStrider* for possible further restrictions.

NOTICE: *StreetStriding* (such as is bicycling) is potentially a hazardous activity. The user understands that *StreetStriding*, even under normal circumstances, can be a hazardous activity and the user accepts full liability for any injury, accident, or death of the user or other *StreetStrider* occupant, that may arise from the use of the *StreetStrider*. The user assumes the risk of any personal injury, damage to or failure of the *StreetStrider* and any other losses if the Company's mobile ellipticals are used in any competitive event, including racing, ramp jumping, stunt riding or similar activities or training for such competitive activities or events, nor are they intended to be used with motors, engines or other power equipment. This *StreetStrider* is not manufactured, marketed, designed or intended to be altered for use at any time in stunt riding or similar activity. This *StreetStrider* is not manufactured, marketed, designed or intended to be used in the following ways: curb jumping, hopping, or in off-road conditions, and the use of a *StreetStrider* in any of these or similar ways automatically voids the *StreetStrider* Limited Warranty. The Company, its dealers, affiliates or agents shall not be liable under this warranty nor under any state or federal law or the common law or otherwise for any damage, failure, including personal injury, resulting from such use and/or alteration.

This Limited Warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, so the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this Limited Warranty does not apply, such determination shall not affect any other provision of this Limited Warranty and all other provisions shall remain in effect.

8. Return Policy

The Company offers a 30 day money back guarantee on all *StreetStrider* brand products. The 30 day money back guarantee period begins the day the customer receives his/her *StreetStrider* product*.

To return a *StreetStrider* product during the 30 day period, the customer must:

1. Send an e-mail to returns@streetstrider.com requesting a Return Merchandise Authorization (RMA) number. The email must list the original order number, customer name, address, and phone number, and must describe the reason for the return.
2. The Company will send the RMA number to the customer via email.
3. The customer must pack the *StreetStrider* product in the original packing material and display the RMA number on the address label. No returns will be accepted without the RMA number clearly displayed on the box.
4. The customer is responsible for the cost of shipping the *StreetStrider* product back to the company.
5. Send the *StreetStrider* product to:

StreetStrider
7042 North West Street, Suite 110
Fresno CA 93711

Upon receiving the returned product, the Company will refund all monies to the customer, less the cost of shipping the product to the customer. In addition, the Company will charge a 5% handling fee and may charge up to an additional 15% based on the condition of the returned product.

** If the StreetStrider product is delivered in a damaged condition as a result of faulty shipping, the customer should contact StreetStrider at shipping@StreetStrider.com or 1-800-348-0998 EXT 105 for return instructions. The customer should also notify the shipper. Photographs of the damage would be helpful.*

Please contact the Company at returns@StreetStrider.com or 1-800-348-0998 EXT 105 with any questions.

- Would you like to make money while getting exercise?
- Become a StreetStrider Sales Affiliate today and start to earn while you burn!
- You don't need to own a retail store.
- The only product you have to buy is a StreetStrider for yourself.
- Start earning commissions today!
- Just visit our website www.streetstrider.com, click on Sales Affiliates, fill out and submit the form provided, and we'll contact you about becoming a StreetStrider Sales Affiliate.



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www.StreetStrider.com